

# "G" BODY - MONTE CARLO, CUTLASS, REGAL, MALIBU, EL CAMINO

**Note: All kits for 1978-87 also fit 1988 Monte Carlo**



## STOCK HEIGHT WHEEL BRAKE KIT

Rebuilding that G Body or just looking to freshen up your brake system? This stock height spindle kit has the stuff to do it and the looks and performance of Wilwood. Includes: drilled and slotted rotors, stock height spindles, stainless hoses and Wilwood Twin Piston D154 calipers. Specify black or red powdercoat.

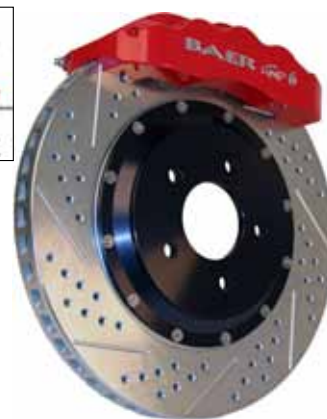
|                      |                                                  |                 |
|----------------------|--------------------------------------------------|-----------------|
| <b>7987SWBK-SWWR</b> | 1979-87, red caliper, kit (will also fit 1978)   | <b>\$639.00</b> |
| <b>7987SWBK-SWWB</b> | 1979-87, black caliper, kit (will also fit 1978) | <b>\$639.00</b> |



## 2" DROP WHEEL BRAKE KIT

Get the looks and performance of Wilwood D154 twin piston calipers and drop your G body 2" at the same time. Includes: 2" drop spindles, drilled and slotted rotors, stainless hoses, loaded Wilwood Twin Piston D154 calipers and mounting hardware. Specify black or red powdercoat.

|                      |                                                  |                 |
|----------------------|--------------------------------------------------|-----------------|
| <b>7987SWBK-DWWR</b> | 1979-87, red caliper, kit (will also fit 1978)   | <b>\$689.00</b> |
| <b>7987SWBK-DWWB</b> | 1979-87, black caliper, kit (will also fit 1978) | <b>\$689.00</b> |



## BAER TRACK4 FRONT BRAKE SYSTEM

The Track4 is Baer's most popular front offering, and replaces the Track 2 piston system that they offered for years with the PBR based calipers. The Track4 is only available with 13" one piece rotors and is a great brake upgrade for customers looking to fill their 17" wheels, update their car to a modern brake and have a great visual impact. Like all their other systems, this will come complete with everything needed to mount to the corners on the car. Kit includes modified spindles.



|         |                 |            |
|---------|-----------------|------------|
| 4301406 | 1978-87 Stock   | \$1,745.00 |
| 4301407 | 1978-87 2" Drop | \$1,845.00 |

## BAER PRO+ FRONT BRAKE SYSTEM

The Pro+ will allow you to upgrade to a two piece rotor (a popular upgrade due to cosmetics and weight savings). This is the first system they offer that will allow you to have the exact same looking brake front and rear! This kit is a 13" two piece rotor and utilizes brake pads from the 1997-2012 C5 & C6 Corvette. Calipers available in black (B), red (R), or silver (S). Kit includes modified spindles.



|         |                 |            |
|---------|-----------------|------------|
| 4301367 | 1978-87 Stock   | \$2,395.00 |
| 4301395 | 1978-87 2" Drop | \$2,495.00 |

## BAER EXTREME+ FRONT BRAKE SYSTEM

The Extreme+ is Baer's flagship offering, featuring a forged monoblock caliper that is mounted to a 14" two-piece rotor. The Extreme+ employs current state-of-the-art race technology usually only found in very expensive race calipers, that Baer now brings to the road going/street market. The 6S line represents Baer's most aggressive road offering and is suitable for virtually any level of track use. If you are looking for the best of the best, this is it. Kit includes modified spindles.

|         |                 |            |
|---------|-----------------|------------|
| 4301107 | 1978-87 Stock   | \$3,745.00 |
| 4301109 | 1978-87 2" Drop | \$3,845.00 |



\*Shown with drilled rotors.

## WILWOOD FRONT WHEEL BRAKE KITS

Wilwood brake kits are loaded with cutting edge disc brake technology and backed by Wilwood's 25 year tradition of building championship brake systems. These kits provide Big Brake stopping power and are the perfect compliment to wheel, tire, and suspension system upgrades. **Note:** Original spindles require modifications.

Hoses not included, use part #220-7056. Note: Rotor finish may vary.

### SUPERLITE 6:

|              |                                     |            |
|--------------|-------------------------------------|------------|
| 140-12298    | 13" plain rotor black caliper kit   | \$1,789.00 |
| 140-12298-D  | 13" drilled rotor black caliper kit | \$1,899.00 |
| 140-12298-DR | 13" drilled rotor red caliper kit   | \$1,899.00 |
| 140-12299    | 14" plain rotor black caliper kit   | \$1,899.00 |
| 140-12299-D  | 14" drilled rotor black caliper kit | \$1,999.00 |
| 140-12299-DR | 14" drilled rotor red caliper kit   | \$1,999.00 |

### DYNALITE:

|              |                                             |          |
|--------------|---------------------------------------------|----------|
| 140-11009    | 12.19" plain rotor, black caliper, kit      | \$799.00 |
| 140-11009-D  | 12.19" drilled rotor, black caliper, kit    | \$899.00 |
| 140-11009-DP | 12.19" drilled rotor, polished caliper, kit | \$959.00 |
| 140-11009-DR | 12.19" drilled rotor, red caliper, kit      | \$899.00 |
| 220-7056     | Stainless steel braided hose kit            | \$60.00  |



### BAER SS4 & SS4+ REAR BRAKE SYSTEM

The SS4 rear system was designed to go along with Baer's Track4 front offering. This kit features a 12" one-piece rotor with drum in hat park brake. The billet backing plate supplied with the SS4 is rear specific and is available in a number of varieties. The SS4 for c-clip rears feature their unique VeriSlide mounting technology that allows a fix mounted caliper (4 piston) to properly work on a floating (c-clip) axle. Note: SS4+ has a 2-piece rotor and is 13".

|         |              |            |
|---------|--------------|------------|
| 4302337 | 1978-87 SS4  | \$1,295.00 |
| 4302338 | 1978-87 SS4+ | \$1,495.00 |



#### BAER CALIPER COLOR OPTIONS:

PLEASE SPECIFY WHEN ORDERING:

**BLACK (-B), RED (-R), or SILVER (-S)**



*\*Upgraded rotors come standard on this kit.*



### WILWOOD REAR WHEEL BRAKE KITS

Wilwood brake kits are loaded with cutting edge disc brake technology and backed by Wilwood's 25 year tradition of building championship brake systems. These kits provide Big Brake stopping power and are the perfect complement to wheel, tire, and suspension system upgrades.

*Hoses not included, use part #220-7056. Note: Rotor finish may vary.*

|            |                                      |            |
|------------|--------------------------------------|------------|
| 140-9219-D | Ford 9", 2.5" offset, 13" rotor, kit | \$1,595.00 |
| 140-9218-D | Ford 2.36" offset, 13" rotor, kit    | \$1,595.00 |
| 140-7140   | Ford 2.5" offset, 12" rotor, kit     | \$649.00   |
| 140-7582   | Ford 2.36" offset, 12" rotor, kit    | \$649.00   |
| 220-7056   | Stainless steel braided hose kit     | \$60.00    |

Upgraded powdercoated and polished calipers are available! Ask your Sales Rep for details.



Be sure to check out our CPP blog.

@

[classicperformanceproducts.blogspot.com](http://classicperformanceproducts.blogspot.com)

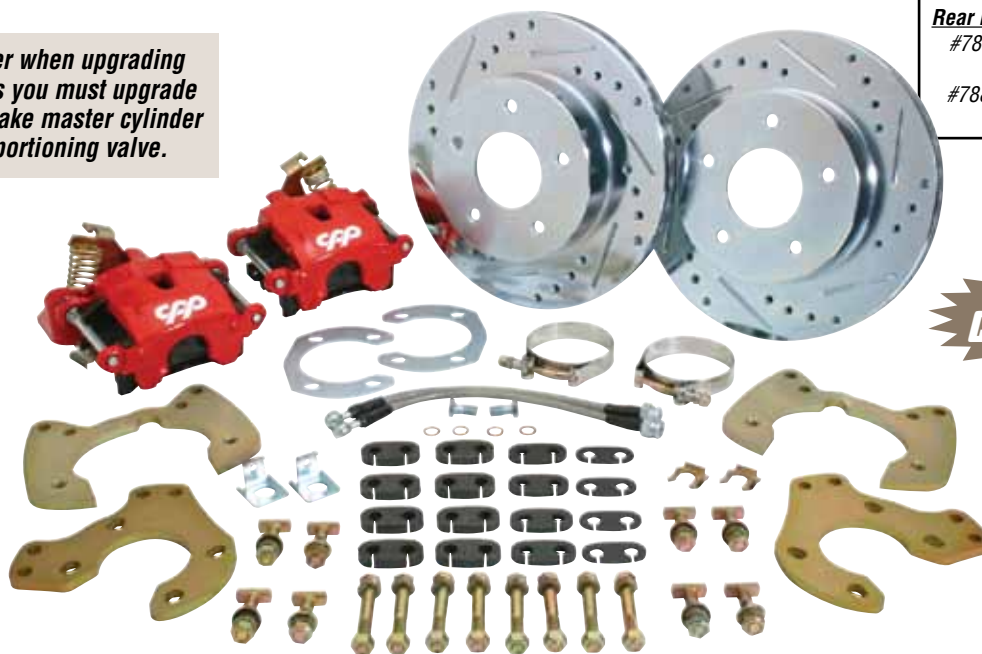
**Remember when upgrading disc brakes you must upgrade to a disc brake master cylinder and proportioning valve.**

## Rear Hardlines for Currie Rear End:

#7887RLK-CURRIE-OM (original materials) \$35.00  
#7887RLK-CURRIE-SS (stainless steel) \$50.00

### QUICK FACTS...

|                 |        |
|-----------------|--------|
| STOCK/DROP      | n/a    |
| ROTOR           | 11"    |
| CALIPER         | 2.125" |
| OFFSET          | +.125" |
| MIN. WHEEL SIZE | 15"    |
| BACKSPACING     | n/a    |



**NEW CALIPERS!**

\*Shown with options  
-UG & -R

## 9" FORD FLANGE REAR BRAKE KITS

We now offer bolt-on rear disc brake kits for cars and trucks using the always popular Ford 9" rear end. Perfect for the enthusiast that has upgraded his rear end and now wants the ultimate in braking. Kits include rotors, calipers, caliper mounting brackets, rubber hose kit, and mounting hardware. *Note: All kits work with small or large bearings. Caliper brackets work with both 2.37" and 2.50" for 9" flange. 3/8 flange bolt kits will also fit 8" Ford rear end.*

|                |                                                               |          |
|----------------|---------------------------------------------------------------|----------|
| CP2105-38-5434 | Ford psngr car 9" (4.75 bolt pattern), 3/8" flange bolts, kit | \$599.00 |
| CP2105-50-5434 | Ford psngr car 9" (4.75 bolt pattern), 1/2" flange bolts, kit | \$599.00 |



## REAR DISC EMERGENCY BRAKE CABLES

Rear emergency brake cables are made to connect the original front cables to the new Cadillac Seville rear calipers. Cables are made specifically for each application to ensure an easy installation and fit.

|         |               |         |
|---------|---------------|---------|
| 7887EBC | 1978-87, pair | \$89.00 |
|---------|---------------|---------|

### CALIPER COLOR OPTIONS: PLEASE SPECIFY WHEN ORDERING:

(-B) black, (-BLU) blue, (-R) red, or (-S) silver

+ \$110 for 4 wheel powdercoat calipers, + \$55 for Front or Rear only



**Add "-UG" to any kit for drilled/slotted rotors and stainless hoses:  
+ \$200 for 4 Wheel  
+ \$100 for Front or Rear only**



## Get the Tools to get the Job Done Right!

Check out our brand new Power Brake Booster Install Kits

#PDBI-K25 (25" hose) - \$27.00

#PDBI-K50 (50" hose) - \$29.00



## WILWOOD D154 REAR BRAKE KIT

Compliment that front Wilwood D154 kit with this 12" rear kit that utilizes the new D154 caliper. Rotors are multi pattern and fit 5x4.5, 5x4.75 or 5x5 lug circle. Available with black or red caliper. Kits come standard with drilled one-piece rotors and black calipers. For red caliper, add (R) to end of part number. Inquire for plain rotors and other rear ends. Brake hoses sold separately.



\*Add (R) to end of part number for red caliper.



Be sure to order a new E-brake cable:  
#330-9371 \$120.00

|                    |                                             |                 |
|--------------------|---------------------------------------------|-----------------|
| <b>140-12209-D</b> | <i>Big Ford, new style 2.50 offset, kit</i> | <b>\$769.00</b> |
| <b>140-12216-D</b> | <i>Big Ford, new style 2.36 offset, kit</i> | <b>\$769.00</b> |

## REAR BRAKE PACKAGE

CPP's rear brake package is the same quality kit as our Rear Emergency Brake Kits, but without the hard lines or e-brake cables. Fits factory rear axle. Note: Kits may vary between applications.

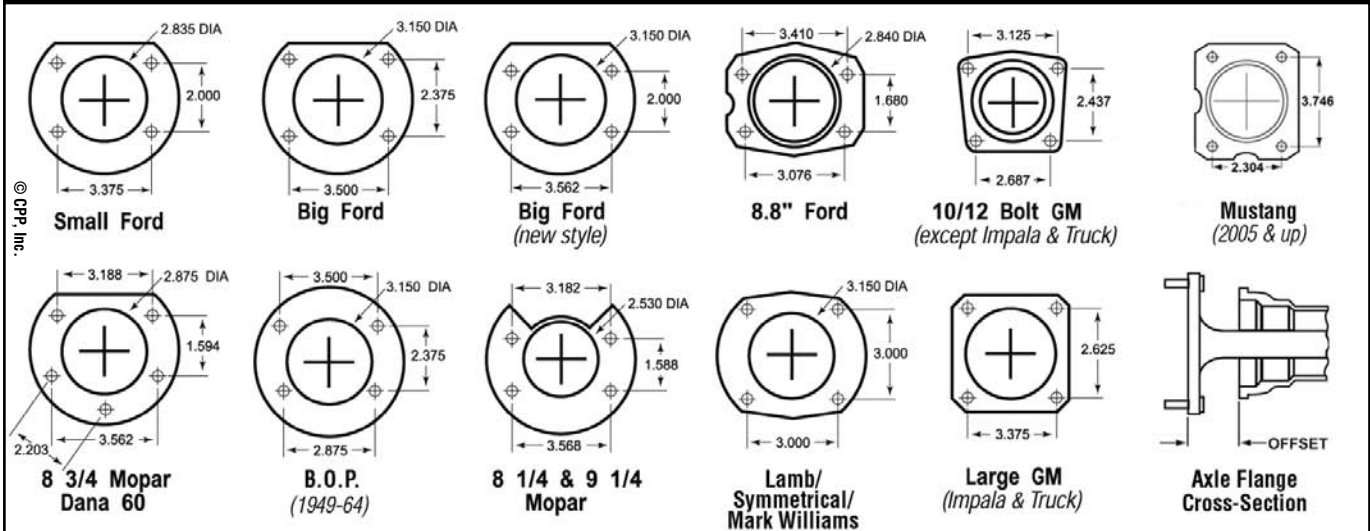


\*Shown with optional upgraded rotors and calipers.

\*Photo is for illustration purposes only. Actual kit components will vary.

|                |                     |                 |
|----------------|---------------------|-----------------|
| <b>7887RBP</b> | <i>1978-87, kit</i> | <b>\$599.00</b> |
|----------------|---------------------|-----------------|

## REAR HOUSING FLANGE CHART AND AXLE FLANGE/OFFSET CROSS SECTION



"G" BODY - 1978-87



### NEW C5 SPINDLES

These spindles are a direct bolt on for G-Body. This spindle utilizes a C5 bearing hub assembly; by utilizing this type of sealed bearing pack flex on the factory spindle pins, which causes caliper piston push back is eliminated. This condition is especially a problem on aftermarket multi piston radial mount style calipers. They also utilize C5 brakes or aftermarket alternatives (a direct fit for Baer, Brembo, and Wilwood C5 applications).

**CP30016** 1978-87, pair

[Inquire](#)



### DROP SPINDLE BRAKE COMPONENTS & KITS

Top quality rotors, calipers, hoses, bearings and seals...all the parts necessary to turn your drop spindles into a complete brake system. Deluxe (UG) kits come with drilled/slotted rotors and stainless steel hoses. Standard kits come with plain rotors and rubber hoses. Kits include rotors, calipers, brake hoses, bearings, seals, banjo bolts and spindle nut kits. Individual components also available.

|               |                                       |                 |
|---------------|---------------------------------------|-----------------|
| <b>2703</b>   | standard fits #7987DS, #CP30199, pair | <b>\$225.00</b> |
| <b>2703UG</b> | deluxe fits #7987DS, #CP30199, pair   | <b>\$325.00</b> |



### ORIGINAL STOCK SPINDLES

Original fit and finish. This is a brand new part.

|                |               |                 |
|----------------|---------------|-----------------|
| <b>CP30199</b> | 1979-87, pair | <b>\$199.00</b> |
|----------------|---------------|-----------------|



### 2" DROP SPINDLES

These cast iron spindles allow you to drop your car 2" and utilize your original rotors and calipers.

|               |               |                 |
|---------------|---------------|-----------------|
| <b>78DS</b>   | 1978, pair    | <b>\$249.00</b> |
| <b>7987DS</b> | 1979-87, pair | <b>\$219.00</b> |



### OE FIT MASTER CYLINDERS

Original fit and finish, all brand new masters.

|                |               |                |
|----------------|---------------|----------------|
| <b>M-82004</b> | 1978-87, each | <b>\$99.00</b> |
|----------------|---------------|----------------|

*Are you stuck?*

**Grab our Brake & Power Steering  
Installation Guide...**

Call for a copy today or  
access it on our website  
24 hours a day



[www.classicperform.com](http://www.classicperform.com)





*\*Shown with #CP31500-C master cylinder sold separately. See page 206*

### SHOW PREPPED HYDRAULIC BRAKE ASSIST UNIT

This high quality direct bolt-in brake assist system is designed to upgrade your manual or vacuum assisted brakes with a powerful and compact modern hydraulic assist unit. Works off standard power steering pump. These systems consist of a prepped, painted and clear coated brake assist unit, billet firewall bracket with clear coating, direct fit Aeroquip TFE spec, 6' braided stainless, high pressure line set, 6' heavy duty return line, pedal rod connection, chrome hardware and clear, easy to read, step-by-step instructions. This unit runs the lines out of the bottom for a clean look and puts out 1800psi at the wheels. *Note: Must use 1-1/8" master cylinder.*

**CP3033** 1978-87, kit **\$910.00**



*\*Shown with #MCPVS-2A master cylinder/prop valve sold separately. See page 206*

### STREET READY HYDRAULIC BRAKE ASSIST UNIT

This unit is the same high quality direct bolt-in brake assist system as our Show Prepped Units. These units come with a factory coated hydraulic assist unit, raw billet firewall mounting bracket, and plain hardware. This kit also includes a direct fit Aeroquip TFE spec, 6' braided stainless, high pressure line set, 6' heavy duty return line, pedal rod connection. *Note: Must use 1-1/8" master cylinder.*

**CP3033-STP** 1978-87, kit **\$780.00**



### FIREWALL VACUUM BRAKE BOOSTER KIT

Due to higher line pressures required with disc brakes, it is recommended that a power assist unit be added to the system. These vacuum assist units are the solution! Firewall brake booster units tuck to the firewall and include a firewall seal to prevent fumes from entering the vehicle. Kit includes booster, linkage to connect to the pedal, firewall seal, and master cylinder. Kits available in 9" dual diaphragm.

**7887B-MC** 1978-87, kit **\$225.00**

### BILLET POWER STEERING REMOTE RESERVOIR FOR HYDRAULIC BRAKE ASSIST SYSTEM

Internally baffled with pressure tested O-ring sealed end caps. Two 3/8" pipe threaded holes in bottom for in/out fittings of your choice (not supplied) and extra return fitting for Hydraulic Brake Assist system. Comes with a uniquely designed clamp that allows installer to move tank up/down to desired position.



**6180-3** kit **\$129.00**

### MAGNA-PURE™ IN-LINE FILTER

Debris is a major cause of steering system failure. It travels via power steering fluid throughout the entire system, eroding and clogging various components and hoses, leading to expensive repairs. Flushing the steering system helps ensure quality repair, but flushing alone does not remove 100% of debris. CARDONE's exclusive Magna-Pure™ filtration extends steering system life and ensures proper performance over the long haul.



**20-0038F** 3/8" lines, each **\$20.00**

### HYDRAULIC BRAKE ASSIST UNIT COVER

Chrome cover to dress up accumulator of your hydraulic brake assist.

**CP5100** each **\$69.00**






**Visit us on Facebook**



## CPP TUBULAR CONTROL ARMS

CPP's quality upper and lower tubular control arms are welded for maximum strength and visual impact. The lower control arms have a helical stamped coil spring mount, just like they did from the factory, which secures the coil spring into the lower control arm. The coil mount has been improved to make installation even easier. The lower shock mount is incorporated into the stamped coil plate and will also accept QA-1 coil over and Ridetech Shockwave™ units as well. This stamping is welded around its entire perimeter. All arms that contain cross shafts are preassembled with the cross shafts and pivot sleeves and have a safety feature that captures both sides of the bushing, unlike the originals that were only retained on the one side of the bushing under the head of the bolt. This unique feature allows full control and virtually no flex on the control arm when cornering.

|                      |                                  |                 |
|----------------------|----------------------------------|-----------------|
| <b>7887TCA-UKB</b>   | 1978-87, Upper, black, pair      | <b>\$379.00</b> |
| <b>7887TCA-LKB</b>   | 1978-87, Lower, black, pair      | <b>\$449.00</b> |
| <b>7887TCA-ULK-B</b> | 1978-87, Upper/Lower, black, kit | <b>\$809.00</b> |



## HOTCHKIS TUBULAR CONTROL ARMS

Install Hotchkis Sport Suspension's Tubular Control Arms on your 1978-1988 GM G-Body Car for vastly improved handling and control thanks to revised suspension geometry. These TIG welded bolt-on arms have increased caster, improve the camber curve and resulting in enhanced stability and traction. Adjustable shims, for the lowers, offer ride height adjustment, regardless of engine and transmission combinations. Smooth operating Delrin bushings allow the arms to move easily throughout the travel arc. Finished in gloss black powder coat, the arms are ready to install and are complete with ball joints, bump stops, ride height shims, polyurethane coil spring locators, Delrin bushings and upper cross shafts.

|              |                     |                 |
|--------------|---------------------|-----------------|
| <b>1114U</b> | 1978-87 Upper, pair | <b>\$715.00</b> |
| <b>1114L</b> | 1978-87 Lower, pair | <b>\$899.00</b> |

## HOTCHKIS FRONT & REAR TUBULAR CONTROL ARM KIT

Looking for the complete kit for your 1978-1988 GM G-Body Car? Hotchkis front and rear tubular kit improves handling and control thanks to the revised suspension geometry. The bolt-on arms have increased caster, improve the camber curve and enhance the stability and traction of your G-Body. Adjustable shims, for the lowers, offer ride height adjustment, regardless of engine and transmission combinations. Smooth operating Delrin bushings allow the arms to move easily throughout the travel arc. Finished in gloss black powder coat, the arms are ready to install and are complete with ball joints, bump stops, ride height shims, polyurethane coil spring locators, Delrin bushings and upper cross shafts. Top off the total package with Hotchkis Sport Suspension adjustable upper and lower trailing arms. These work together to positively locate and control the rear axle. Launches are quicker, smoother and more consistent by reducing wheel hop. The adjustable upper control arms allow for easy pinion angle changes to better tune your G-Body. Handling and overall stability are dramatically improved through increased roll stiffness and sway bar effectiveness. The fabricated trailing arms are constructed from TIG welded steel tubing and include greasable polyurethane bushings. Mount braces and hardware are included.



|                   |                           |                   |
|-------------------|---------------------------|-------------------|
| <b>H7888FRT-K</b> | 1978-88 Front & Rear, kit | <b>\$2,495.00</b> |
|-------------------|---------------------------|-------------------|

**Rear Trailing Arms on page 189**

\*Photo is for illustration purposes only. Actual kit components will vary.



## PERFORMANCE PLUS FRONT END KIT

CPP's Performance Plus kits complement CPP's Polyplus™ performance line and not only replaces your worn out suspension components, but also increases your performance and handling. Kit contains heat treated, CNC wound and factory tested front coil springs, front shocks, Polyplus™ performance graphite upper and lower control arm bushings, and bumpstops — engineered to give superior performance while withstanding the environmental elements that destroy rubber, Polyplus™ strut rod bushings, upper and lower ball joints, inner and outer tie rod ends, tie rod adjusting sleeves, and idler arm. Sway bar bushings and end links are sold separately. *Note: the Polyplus™ graphite formula prevents the squeaking that occurs with a traditional polyurethane bushing. Contents of kit may vary according to vehicle.*

|            |              |          |
|------------|--------------|----------|
| 7887SDFK-P | 1978-87, kit | \$559.00 |
|------------|--------------|----------|



\*Photo is for illustration purposes only. Actual kit components will vary.

## STEERING LINKAGE KITS

A must when upgrading to a power steering box for maximum performance and handling. No modification required. Includes complete new centerlink, pitman arm, and idler arm, inner and outer tie rod ends and aluminum tie rod adjustment sleeves. This kit is the perfect compliment to our Totally Tubular™ control arm kits when needing those final pieces. *Note: Basic kits do not include the tie rod ends or adjuster sleeves.*

### COMPLETE KITS:

|            |              |          |
|------------|--------------|----------|
| 7887SLK-CP | 1978-87, kit | \$299.00 |
|------------|--------------|----------|

### BASIC KITS:

|         |              |          |
|---------|--------------|----------|
| 7887SLK | 1978-87, kit | \$245.00 |
|---------|--------------|----------|

## COMPLETE FRONT END KIT

Don't overlook your front end when rebuilding your classic Chevy, replace your old worn out bushings, ball joints and tie rod ends. CPP's complete front end kits make it possible to achieve better than new performance for a modest price. All kits includes: upper and lower ball joints, inner and outer tie rod ends, tie rod adjusting sleeves, idler arm or idler arm bushing, upper and lower rubber control arm bushings, and bump stops. Sway bar bushings and end links sold separately. Available in POLYPLUS™ and rubber.



## FRONT END KITS

Don't need everything our complete kit has to offer? Try this one of for size instead. Available in both rubber and POLYPLUS™. Can't decide? POLYPLUS™ bushings are the ultimate combination of polyurethane and graphite. The first for performance and durability; the second for superior lubricating qualities which provides smooth operation. You won't be disappointed. Kits include upper and lower ball joints, outer tie rod ends, control arm bushing kit and lower bump stops.



|          |                                               |          |
|----------|-----------------------------------------------|----------|
| 7888FK-P | 1978-88, w/o handling package, POLYPLUS™, kit | \$259.00 |
| 7888FK-R | 1978-88, w/o handling package, rubber, kit    | \$239.00 |

|           |                                               |          |
|-----------|-----------------------------------------------|----------|
| 7888SFK-P | 1978-88, w/o handling package, POLYPLUS™, kit | \$389.00 |
| 7888SFK-R | 1978-88, w/o handling package, rubber, kit    | \$369.00 |

## AIR SUSPENSION SYSTEMS FOR 1978-88 G-BODY - LEVEL 1

The Level 1 system features a pre-adjusted shock that is dialed in to provide a great ride quality and improved handling over stock. The Level 1 system is equipped with a manual RidePRO analog control system to save expense while still providing complete control over ride height. This is a great choice for improving ride quality at a low price point.

Included in this complete system: CoolRide Airsprings and brackets, ShockWave Black Series shocks, and RidePRO analog controls 3 gallon single compressor.



11320199

1978-88 G-Body, kit

\$2,100.00



## AIR SUSPENSION SYSTEMS BY RIDETECH - LEVEL 2

Stepping up to our most popular Level 2 system will include upgraded aluminum adjustable shocks, as well as the RidePROe3 fully programmable electronic control system. The Level 2 system provides more adjustment and performance potential for both track use and ride quality. For anyone looking for a system that runs well right out of the box while leaving the opportunity for quick adjustments, we recommend this kit.

Included in this complete system: ShockWaves Master Series Single Adjustable (front & rear), upper and lower StrongArms, Tall Spindles, Master Series Single Adjustable front and rear shocks, AirBar Bolt-In 4 Link, and RidePRO e3 controls 5 gallon dual compressor

11320299

1978-88 G-Body, kit

\$4,900.00



### CENTERLINKS

We now offer stock replacement steering draglinks for your classic. A worn steering link will cause the steering system to wander and increase tire wear.

**DS909** 1978-88, each **\$89.00**



### UPPER & LOWER BALL JOINTS

Replacing the ball joints on your front end helps to reduce steering "slop" and makes your car much safer to drive. Meet OE specification. Direct replacement that requires no modifications. Boots and hardware included.

**FA688** 1978-87, upper, each **\$19.00**  
**FA921** 1978-87, lower, each **\$23.00**



### IDLER ARMS

The idler arm is a very important part of any steering system. A worn idler arm can cause tire wear and play in the steering system.

**FA1013** 1978-88, each **\$49.00**

### TIE ROD ENDS

Replacing the tie rod ends on your front end greatly reduces steering "slop" and makes your car much safer to drive. Includes all hardware and dustboots.



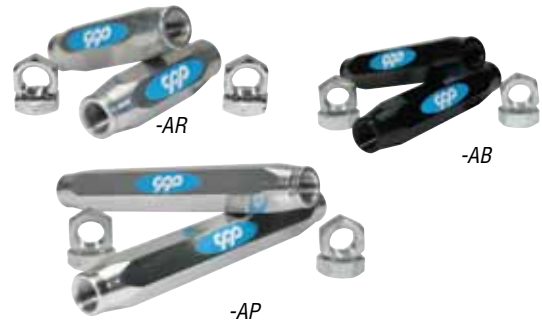
**ES2034L** 1978-88, inner, each **\$29.00**  
**ES2033R** 1978-88, outer, each **\$29.00**



### TIE ROD ADJUSTING SLEEVES

Stock replacement parts that meet OE specs. New adjusting sleeves will take the hassle out of doing a front end alignment. Sold individually, two required per vehicle.

**ES2032S** 1978-88, stock, each **\$9.00**



### BILLET ALUMINUM TIE ROD SLEEVES

Our exclusive design is perfect for those who are looking for a custom look and appreciate the small details. Made from 6061 T6 aluminum. Sold in sets with three different finishes available, -AR (brushed) -AB (black) -AP (polished) includes jam nuts. Add R, B or P to end of part number for desired finish.

**ES2032SP-A** 1978-88, aluminum, pair **\$69.00**



### CONTROL ARMS BUSHINGS

Whether you're doing an original rebuild or you want to tighten up your suspension we have the bushings for you. Our rubber control arm bushings are exact reproductions of the originals perfect for the person wanting to replace his worn out bushing with original rubber bushings. Our POLYPLUS™ bushings offer better handling and are impervious to the elements. Kits come with upper and lower control arm bushings.

**3-3156G** 1978-88, POLYPLUS, kit **\$69.00**



### REAR TRAILING ARM BUSHING KITS

CPP offers rear trailing arm bushing kits in both rubber and also in high performance POLYPLUS™, graphite impregnated polyurethane. Kits come with both upper and lower bushings. Some POLYPLUS™ bushings require the use of original shells.

**3-3132G** 1978-88, POLYPLUS™, kit **\$98.00**

### BODY MOUNT BUSHING KIT

This complete kit includes both upper and low body mount "donuts" in our exclusive POLYPLUS™ graphite impregnated polyurethane.



**3-4141G** 1978-88, kit **\$139.00**

### BUMP STOPS

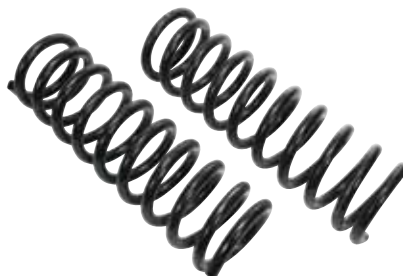
Use our bump stops to keep your suspension from bottoming out.



**3-9102G** 1978-88, POLYPLUS, upper, pair **\$15.00**

## FRONT COIL SPRINGS

Coil springs are also available in pairs of front or rear only. Our front coils are designed to work either a 6 cylinder, small block V8 or big block V8. Note: Passenger car applications not recommended to use lowered coils with drop spindles.



|                  |                             |                 |
|------------------|-----------------------------|-----------------|
| <b>FCS5600-S</b> | 1978-87, stock height, pair | <b>\$105.00</b> |
| <b>FCS5600-D</b> | 1978-87, 1-1/2" drop, pair  | <b>\$105.00</b> |

## REAR COIL SPRINGS

Our rear coils are designed to work with either a 6 cylinder, small block V8 or big block V8. Coils come black powder coated. Passenger car applications not recommended to use lowered coils with drop spindles.



|                  |                             |                 |
|------------------|-----------------------------|-----------------|
| <b>RCS5379-S</b> | 1978-87, stock height, pair | <b>\$105.00</b> |
| <b>RCS5379-D</b> | 1978-87, 1-1/2" drop, pair  | <b>\$105.00</b> |



## ADJUSTABLE COIL OVER CONVERSION SYSTEM

These springs are designed so that the lower end sets on the coil-over shock and the upper end sets in the original spring bucket in the frame. This allows for the use of a longer and lighter spring for more stored energy, offering increased weight transfer. Greater durability is also achieved by locating the spring pressure in the frame and not on a single stud. The threaded aluminum body allows ride height adjustment and boasts an easy bolt-in installation. The system includes aluminum body coil-over shocks, specially designed conical springs and all mounting hardware. Note: Specify spring rate (350, 400, 450, 500 or 550#) when ordering kit (see chart on page 259).

|                   |                                      |                 |
|-------------------|--------------------------------------|-----------------|
| <b>7887COK-SA</b> | 1978-87, Single Adjustable, pair     | <b>\$439.00</b> |
| <b>7887COK-DA</b> | 1978-87, Dual Adjustable, pair       | <b>\$529.00</b> |
| <b>7888-110</b>   | Spanner Wrench & Thrust Bearing, kit | <b>\$49.00</b>  |



*Black Magic™*

## CPP NITROGEN GAS SHOCKS

Our nitrogen gas shocks are designed to enhance your car or trucks performance and provide quick response to road conditions. The 180 psi nitrogen gas cylinder was specifically built with lowered vehicles in mind to give a boost in cornering performance. The outstanding quality is backed with a lifetime warranty.

|                 |                      |                |
|-----------------|----------------------|----------------|
| <b>CPP-1000</b> | 1978-87, front, each | <b>\$39.00</b> |
| <b>CPP-1107</b> | 1978-87, rear, each  | <b>\$39.00</b> |



## RCD CLASSICS BILSTEIN SHOCK ABSORBERS

Bilstein gas shocks are made with seamless shock bodies, hardened chrome plated and polished shaft. Precision valving, and the highest quality seals. Improved ride, handling, and control, with Bilstein's lifetime warranty.

|                 |                      |                |
|-----------------|----------------------|----------------|
| <b>55-R012B</b> | 1978-88, front, each | <b>\$89.00</b> |
| <b>55-R022</b>  | 1978-88, rear, each  | <b>\$89.00</b> |



**NEW**

## RIDETECH Q SERIES SHOCKS

Monotube design allows large piston for superior oil control (which increases ride quality and handling performance). Performance is optimized and uses fewer components than a twin tube design. These are the RQ series and are non-adjustable. Applications designed for stock height springs.

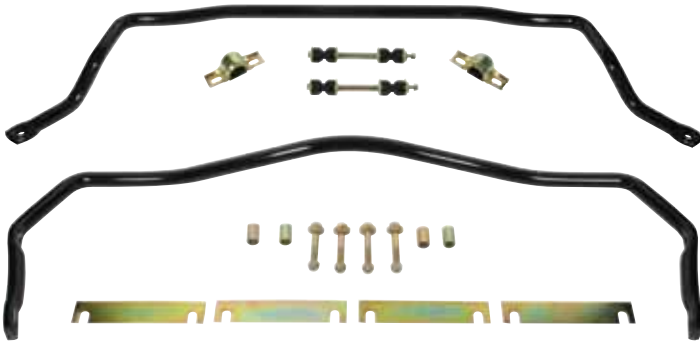
|                 |                      |                 |
|-----------------|----------------------|-----------------|
| <b>22049846</b> | 1978-88, front, each | <b>\$125.00</b> |
| <b>22089853</b> | 1978-88, rear, each  | <b>\$125.00</b> |



## SINGLE ADJUSTABLE STOCK MOUNT SHOCK

Adjustable bolt-in performance and simultaneous compression and rebound adjustment with 12 valving options. One knob changes both compression and rebound valving at the same time, allowing total suspension control in one easy-to-reach location. All this can be done while on the car, gone are the days of removing shocks to adjust valving... simply turn the knob. The 5/8" centerless ground, hard chrome plated piston rod provides increased durability and eliminates piston rod flex. Machined aluminum body with bright anodized finish adds to the durability as well as ease of maintenance and a show-winning appearance.

|                |                     |                 |
|----------------|---------------------|-----------------|
| <b>TC1661P</b> | 1978-88, rear, each | <b>\$169.00</b> |
|----------------|---------------------|-----------------|



### STOCK SUSPENSION SWAY BARS

Sway bars are the key to having a great handling vehicle. They reduce body roll and help control over steer and under steer in corners. Kits come complete with sway bar, poly bushings, mounting brackets and all necessary hardware. Black powder coated finish.

|         |                                                    |          |
|---------|----------------------------------------------------|----------|
| CP898U  | 1978-87, 1-1/8", front, kit                        | \$129.00 |
| CP696   | 1978-87, 1" stock or boxed trailing arm, rear, kit | \$129.00 |
| CP2282U | 1978-87, 1-3/8" rear, kit                          | \$129.00 |



**Check out our NEW  
Billet Sway Bar Mounts  
on page 215**

*Front & Rear kits available - fits all  
sway bar diameters*



### REAR TRAILING ARM KIT

Hotchkis Sport Suspension Adjustable upper and lower trailing arms work together to positively locate and control the rear axle. Launches are quicker, smoother and more consistent by reducing wheel hop. The adjustable upper control arms allow for easy pinion angle changes to better tune your vehicle. Handling and overall stability are dramatically improved through increased roll stiffness and sway bar effectiveness. The fabricated trailing arms are constructed from one piece of .120" wall TIG welded steel tubing making them the strongest in the industry and include greasable polyurethane bushings. Trailing arm mount braces and hardware are also included.

|       |              |          |
|-------|--------------|----------|
| 1802A | 1978-87, kit | \$979.00 |
|-------|--------------|----------|

**Tubular Control Arms and Complete Kits  
on page 184**



### CURRIE CRATE REAR ENDS

These feature the 9-Plus heavy duty housing and 31 spline "Currie Axle" and are built to the stock overall width and pinion offset specifications. Housings have all the original bracketry to remove your original rear end and bolt this new 9" housing directly in. Housings include 3rd member studs installed and Torino-style late model large bearing housing ends. GM replacements come with 5x4.75 bolt circle and 7/16" wheel studs and Ford applications come with 5x4.5 bolt circle and 1/2" wheel studs. Third members and brake kits sold separate.



|          |              |            |
|----------|--------------|------------|
| GMA7887X | 1978-87, kit | \$1,249.00 |
|----------|--------------|------------|

### THIRD MEMBERS



These Currie Third Members are designed to fit Ford 9" applications with 31 spline axles and are all new parts. Available with open differential or traction lock. Specify gear ratio when ordering. *Note: An additional \$39 fee for protective case when shipping from manufacturer or CPP. No additional charge for Will Call pick up. 3.00-5.14 ratios available.*



|     |                   |            |
|-----|-------------------|------------|
| 90D | Open Differential | \$1,199.00 |
| 9TL | Traction Lock     | \$1,499.00 |



### UPPER AND LOWER TRAILING ARMS

All lower rectangular trailing arms use polyurethane bushings on both ends, while upper adjustable use a spherical ball or rod end assembly on the chassis end to eliminate bushing bind, allowing the suspension to move smoother for better control. These rectangular trailing arms are constructed from 0.120" wall cold rolled steel tubing for maximum strength and flex elimination. These trailing arms have fluted, greasable, graphite/polyurethane bushings, which are superior to the stock rubber bushings. Heavy-Duty Adjustable Trailing Arms allow easy rear suspension adjustments for optimum handling and traction. They can be adjusted without removing the arms from the vehicle. Simply loosen the jam nuts and adjust the pinion angle. Spherical ball assembly with Delrin® bushings allows rear suspension to move more freely. Includes graphite/polyurethane differential bushings to replace soft OE differential bushing. This keeps the tires planted firmly on the ground for improved traction and a more predictable, better handling car. Lower arms including mounting points for OE style sway bar, and are powder-coated gloss black for a long lasting finish. All parts sold in pairs.

|      |                      |          |
|------|----------------------|----------|
| 5247 | 1978-87, Upper, pair | \$289.00 |
| 5204 | 1978-87, Lower, pair | \$295.00 |



Maximize your 500 Series™ Steering Box Performance with a heavy duty sway bar, see page 189

## POWER STEERING CONVERSION KITS

CPP has the newest technology power steering conversion kits for your classic! We've got you covered with our 500 Series™ for your classic Chevy. All kits include power steering box ready to bolt to your frame, power steering pump, pitman arm, hose kit and rag joint.



**7887PSK**

1978-87, with 500 Series™ box, kit

**\$649.00**

## 500Series™



## TRANSMISSION MOUNTS

CPP has engine mounts and transmission crossmembers for specific applications for your classic Chevy car. We've also got you covered for those LS motor conversions with our plates and conversion kits.

**XMGB78877**

1978-87, 700R4, trans. crossmember, each

**\$189.00**

## MANUAL AND POWER STEERING PITMAN ARMS

Our replacement pitman arms are made to factory GM specs. Replacing a worn pitman arm will help reduce play in the steering system.



## STEERING BOXES

CPP carries a host of power steering boxes and even a couple of manual boxes and rack & pinions! Our 500 Series™ is late model steering technology with a 14:1 ratio and all NEW components. These boxes bolt directly to your frame without any need for additional brackets or adapters. Notes: 500 Series™ use a 3/4"-30 coupler. All power boxes use inverted flare hoses.

**CP50004**

1978-87, 500 Series™, 14:1 ratio, each

**\$379.00**

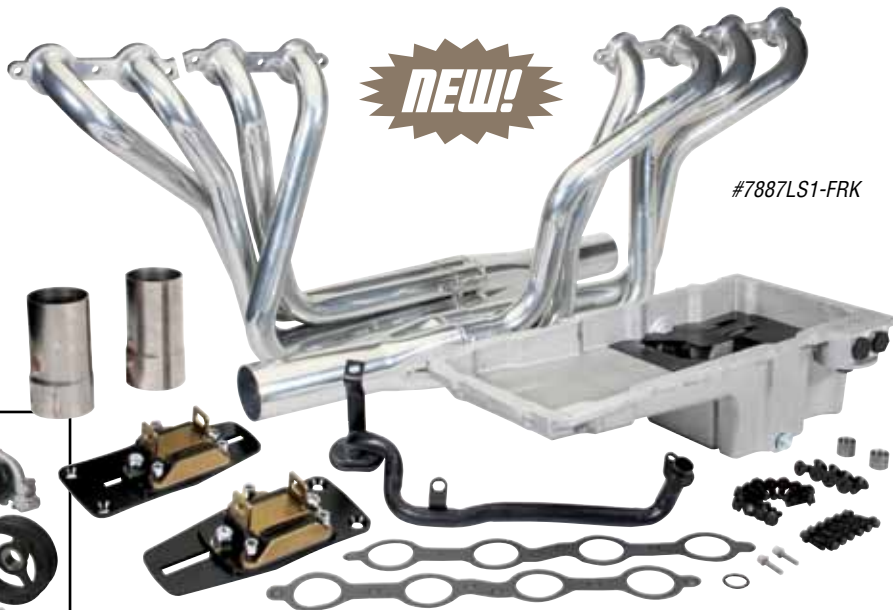
**7685PSPA-U**

1978-87 Chevelle/Malibu, with #CP50004 Box, each

**\$115.00**

## ENGINE INSTALL KITS FOR LS1, LS2, LS3, & LS6

It's time to install an engine that requires no maintenance, is super lightweight, puts out unbelievable horsepower and torque yet gives you a car you can just jump in, hit the key and go. We've got just what you need to finish off that motor and get it into your ride. These kits will work on all LS motors and 2000 and newer Vortec motors. #6472LS1-K includes: oil pan, windage tray, oil pick up tube, engine mounts, engine mount adapters, ceramic coated headers, and all mounting hardware. #CPLS1-SAK includes A/C compressor and bracket, power steering pump and bracket, power steering reservoir, alternator and bracket, pulleys, tensioners, belts and hardware. Note: If using 700R4, 4L60E or 4LB0E with your LS conversion, you will also need a transmission crossmember.



#7887LS1-FRK

**7887LS1-FRK**

1978-87, kit

**\$1,195.00**

**HH45016**

1978-87, LS1 Conversion Headers, pr

**\$759.00**

**CPLS1-SAK**

Universal, Engine accessory kit

**\$999.00**

"G" BODY - 1978-87